Despatched by

Matheson & Co.

Owners

& Co.

Co.

ana.

Co.

Co.

Co.

Coals. Tons	Iron Tons
..	..
..	..
20	..
..	...

Total Pounds	Silk Total Bales
3,900,627	6,433
12,459,958	13,192
12,494,140	15,972
15,711,112	21,175
18,303,074	18,124
22,363,270	15,227

Total Pounds	Silk Total Bales
Proceeds	15,117
12,210,262	15,915
13,867,497	13,142

Total Pounds	Silk Total Bales
1,710,787	..
2,986,332	25
5,623,760	415

Total Pounds	Silk Total Bales
47,107,914	17,228
53,969,300	16,136
6,861,384	..
..	1,494

Piece Goods	Nankeens, Pieces	Nankeens, Cases
87	..	..
481	..	..
148	..	..
	..	19
	6,000	..
	23,000	..
63	33,500	..
779	62,500	19
	..	8
779	62,500	27

Silk Piece Goods Packages	Hemp Bales
..	..
8	914
..	..
26	..
81	..
16	..
8	..
139	914
139	914

Raw Silk, Peculs	Silk Piece Goods, Cases
22.40	854
..	30
22.40	884

Green ... Pounds	Grand Total Pounds
31,400	111,900
31,900	111,400
173,300	327,300
236,600	550,600

; To Non-Subscribers,

Repetitions One Dollar.

THE

NORTH-CHINA HERALD.

Vol. I. No. 36. SHANGHAE, SATURDAY, 5th APRIL, 1851. Price, 15 Dollars per Annum.

NOTICES OF FIRMS.

NOTICE.

THE undersigned, having dissolved their Co-Partnership by mutual consent, all outstanding accounts owing to the late firm will be received by Wm. Kay, Esq., to whom, parties having claims against the same are requested to forward them

KIRK, IRONS & MOTTLEY.

The private Dispensary of the late firm will be conducted as an open and gener[al] one under the superintendence of

GEORGE MOTTLEY, *Surgeon.*

Shanghae, 1st April, 1851.

NOTICE.

IS hereby given that the Partnership heretofore subsisting between us, the undersigned as General and Commission Merchants at Shanghae in China, under the firm of THOS. RIPLEY & Co, has this day terminated by effluxion of time, and is accordingly dissolved.

Dated this Thirty-first day of December, One thousand Eight hundred and Fifty.

THOS. RIPLEY.
CHAS. SHAW.

THE Firm of THOS. RIPLEY & Co., having terminated yesterday, I have taken into Partnership Mr. JOSEPH BLAND, (Nephew of Mr. Thos. Ripley), to continue the business as General and Commission Merchants from this date under the firm of SHAW, BLAND & Co.

CHAS. SHAW.

Shanghae, 1st January, 1851.

INSURANCES.

VICTORIA INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above named Company: are prepared to grant Policies, payable in *Bombay* by Messrs. Ewart, Lyon & Co., *Calcutta* by Messrs. Gillanders, Arbuthnot & Co., *Canton* by Messrs. Russell & Co., and by ourselves in *Shanghae*.

RUSSELL & Co.

Shanghae, 5th April, 1851.

ALLIANCE FIRE ASSURANCE COMPANY OF LONDON.

THE undersigned having been appointed Agents in China for the above COMPANY, are prepared to accept ASSURANCE at Shanghae, as under:—

1st. On Buildings of Brick or Stone, covered with Tiles, Slates, Metal, or other Incombustible Material, when such Buildings are isolated from all others,—*Rate of Premium*, ¾ *per cent per Annum.*

And on their Contents, *at the Rate of* 1 *per cent per Annum.*

ASSURANCES for 6 Months ⅝, and for 3 Months ⅜, *of the Annual Rate will be charged.*

ASSURANCES, for the present, will be accepted to the extent of £7,000 only on one Risk.

A Building and its Contents taken together form one Risk. Thus the above Sum may be underwritten either on a Building alone, or the Contents alone; or, part on the Building, and part on the Contents.

No ASSURANCE is to be considered in force until the Permium be paid.

Amongst other advantages of the COMPANY, the ASSURED will be entitled to participated in the Profits after Five successive payments.

Parties applying for ASSURANCES will please send in full particulars of the Risk to be taken; any Deviation from which without the Consent of the COMPANY, will vitiate the POLICY.

JARDINE, MATHESON & Co., *Agents in Shanghae.*

Shanghae, 1st August, 1850.

MARINE ASSURANCE.

THE undersigned are prepared to accept risks on behalf of the following Offices to the amounts indicated opposite each and payable in Hongkong, Canton, Calcutta, Bombay, and London.

	Sea Risk. Drs.	Harbour Risk. Drs.
Canton Insurance Office	100,000	200,000
Bombay Insurance Society	40,000	50,000
Bengal Insurance Society	40,000	12,000
Reliance Marine Insurance Office	25,000	..

JARDINE, MATHESON & Co., *Agents in Shanghae.*

Shanghae, 1st August, 1850.

THE ROYAL INSURANCE COMPANY.

Capital £2,000,000.

TRUSTEES.

JOHN SHAW LEIGH, Esq.
R. B. B. H. BLUNDELL, Esq.

THE undersigned having been appointed Agents for the above Company, are prepared to grant Policies against Fire on the usual terms to the extent of £10,000 an any one Building or on Merchandize Stored in any one Building.

SYKES, SCHWABE & Co.

Shanghae, 9th June, 1849.

FOR SALE.

FOR SALE.

ANCHORS, and CHAIN CABLES. Apply to

SYKES, SCHWABE & Co.

Shanghae, March 22nd, 1851.

FOR SALE.

SUPERIOR PALE SHERRY; PORT and MADEIRA, from Henry Tatham, London, at the Godowns of

J. M. SMITH & Co.

Shanghae, 20th March, 1851.

FOR SALE.

A LITHOGRAPHIC PRESS, of modern construction and nearly new. Apply to

J. M. SMITH & Co.

Shanghae, 24th January, 1851.

ADVERTISEMENT.

COPIES of the BI-WEEKLY and OVERLAND ISSUES of the *Friend of China* Newspaper can be obtained at the office of

D. REMI.

Shanghae, November, 1850.

FOR SALE.

CHAMPAGNE (*Ay*).
SAUTERNE.
HOCK *vin du Rhin.*
BURGUNDY *Pomard.*
CLARET *Chateau Margot.*

D. REMI.

Shanghae, 9th October, 1850.

P. F. RICHARDS & Co.,
SHIP CHANDLERS, STOREKEEPERS
AND
GENERAL COMMISSION AGENTS,
SHANGHAE,
Established in 1844,
SHIPPING SUPPLIED WITH FRESH PROVISIONS.

ON SALE BY THE UNDERSIGNED.
Ex-*ALBERMARLE.*

THE undermentioned PERFUMERY, &c., &c., Imported from Paris and London, and warranted of superior quality, viz:—

ESSENCES (Assorted).
BEST PERFUMES, Stopped Bottles.
Do. Do. in Cut Cristal Box.
TOILET VINEGAR.
LAVENDER WATER in Assorted Bottles.
IRRIGATORS or FOUNTAINS.
ELIXIR for the Teeth.
Extract of HONEY.
LAVENDER AMBREE.
BANDALINE.
Best HAIR OIL.
New Cut Bottles BEST PERFUMES.
Sacoches ORANGE FLOWER WATER.
EAU DE COLOGNE, Long & Short Bottles.
Naples SOAP.
Best FANCY SOAP in Tablets.
Do. Do. Do. in French Boxes.
SPERMACETI TABLETS.
CREAM of Almonds for Shaving.
Parisian liquid HAIR DYE.
COSMETIQUES, Assorted Colors.
New Do. in Box with Glass & Clasp.
Aromatical SOAP in Oval Tablets.
Queen's OWN in Do.
Toilet SOAP, 6 in Boxes.
MALACTION for Shaving.
VENITIAN BOTTLES filled with Essences.
ODONTINE for the Teeth.
DEPILATORY.
PASTILLES (Assorted).
French POUDRE D'AMANDES.
AROMATIC VINEGAR in Cases.
SMELLING SALTS.
Nutritive CREAM for the Hair.
Parisian Do. Do.
MARROW OIL, Stopped Bottles.
BEAR'S-GREASE.
COLD CREAM.
ROSE LEAF POWDER.
VIOLET POWDER.
POWDER BOX and PUFF.

ALSO,
Ex-*ALVERTON.*

An Invoice of OILMAN'S STORES, Imported to Order and warranted of Superior quality, and to be disposed of at considerably reduced prices, viz:—

Best London PICKLES.
Do. Imperial Hot Do.
Do. West India Hot Do.
WHITE WINE VINEGAR.
RASPBERRY Do.
SALAD OIL.
French OLIVES.
Do. CAPERS.
PICKLED MUSHROOMS.
WALNUT KETCHUP.
MUSHROOM Do.
ESSENCE of ANCHOVIES.
HARVEY'S SAUCE.
READING Do.
BEEF-STEAK Do.
Assorted FRUITS.
Superior MUSTARD.
JAMS and JELLIES.
DRIED HERBS.
Preserved CARROTS.
GREEN PEASE.
Preserved SALMON in 2-lbs. Tins.
PEARL BARLEY in 6-lbs. Do.
Scotch OATMEAL in 6-lbs. Do.
MACCARONI in 4-lbs. Do.
VERMICELLI in 4-lbs. Do.
ANCHOVY PASTE.
Moore's Improved CHOCOLATE in Tins.
Do. Do. COCOA in Do.
Do. Do. Concentrated MILK in Do.
Best Smoked HERRINGS in Tins.
Loch Fine Salted Do. in Jars.
Salted SALMON in Jars.
SARDINES in Tins.
Best ZANTE CURRANTS in Jars.
Jordan ALMONDS.
Barcelona NUTS.
Pine Dried COD FISH.
Pine CHEESES.
Berkley Do.
Chedder Do.
Pickled TRIPE in Jars.
Do. TONGUES in small Kegs.
Fine York HAMS.

P. F. RICHARDS & Co.

Shanghae, March 14th, 1851.

ON SALE.

BY the undersigned Superior SODA WATER and LEMONADE, orders from Ningpo, Amoy, Hongkong, Canton and Macao, will meet with every attention.

P. F. RICHARDS & Co.

Shanghae, 25th February, 1851.

FOR SALE, Ex-*ALVERTON.*

AN Assortment of HARDWARE, Consisting of Mortice, Rim, and other LOCKS; Latches, Brass Bolts, Broad Heavy Hinges, Screws Gilt-Head SCREWS; Table and House BELLS, Complete; Door SPRINGS; Gilt and Chinafinger PLATES, &c.; Ivory Handled Carving, Table and Dessert KNIVES; FENDERS, Fire Irons of various descriptions; English Table, Hanging, Chamber and Night LAMPS; Fountain LAMPS, with Cottons; One Fireproof English SAFE; Window BLINDS Complete; An Assortment of WORSTED and WOOLLEN Things, for Children and Gentlemen; Roofing Felt with TAR, NAILS, and the proper Tools; Marking INK for Linen; Linen TICK; Sperm CANDLES, &c., &c.

BACH & ARONE.

Shanghae, 21st March, 1851.

FOR SALE.

AT WOLCOTT, BATES & Co.'s Godowns,— GALVANIZED ZINC PLATES for Roofing.
Patent SHOWER BATHS.
CLARET, SHERRY, PORT, } Superior Wines.
COGNAC BRANDY.
BEER, and PORTER.
American BUTTER.
CANVAS.

Shanghae, 25th October, 1850.

MISCELLANEOUS.

NOTICE.

IT is requested that all claims against the Estate of the late E. W. BATES, be presented to the undersigned on or before the *20th of April next*, otherwise they will not be included in the Scheme of Division. All Persons indebted to the said Estate are requested to make immediate payment to

J. N. A. GRISWOLD, *U. S.'s Consul.*

Shanghae, February 2d, 1851.

J. SEDDEN & Co.,

BEG to inform the Foreign Community of Shanghae, that they have opened an Establishment near the Bridge at the *Yangking pang*, on the English side, for Supplying BUTCHERS MEAT, &c., of the best quality and on most reasonable terms, and hope by strict attention to all orders conferred to merit the Public Patronage.

Shanghae, 3rd April, 1851.

N.B.—Families and Ships supplied with Fresh and Corned Beef, Neats Tongues, Hams, Bacon, Mutton, Veal, Lamb, Live Stock, Vegetables, &c., on moderate terms.

R. MEREDITH,
HOUSE AND SHIP CARPENTER AND BUILDER.

IN returning thanks for the past favors so liberally bestowed on him, during his previous residence in Shanghae, begs to announce to the FOREIGN COMMUNITY and Merchant CAPTAINS, his resumption of his former business at this port, and assures those Gentlemen who may intrust him with their commands, that his best endeavors shall be exerted to give them every satisfaction.

Shanghae, 13th March, 1851.

N.B.—Blacksmith's work and Bell-Hanging done.

H. FOGG & Co.,
SHIP CHANDLERS, STOREKEEPERS, GENERAL AGENTS, AND AUCTIONEERS.

N. B.—For Goods Sold by Auction, account Sales and proceeds rendered 3 days from date of Sale.

SHOULD sufficient inducement offer they will hold an Auction monthly, or as often as occasion demands.

Shanghae, 1st August, 1850.

CARD.

EDWARD HALL,
BREAD AND BISCUIT BAKER;
AND GENERAL STORE KEEPER
SHANGHAE.
ALL KINDS OF FANCY BISCUITS MADE TO ORDER, SHIPPING SUPPLIED ON REASONABLE TERMS, BISCUITS REFIRED, &c., &c., &c.

The N.-C. Herald Office's Advertisements.

JUST PUBLISHED.

REVIEW OF THE TRADE OF SHANGHAE, 1850; extracted from the *North-China Herald*, No. 33, of 15th March, 1851, in a Pamphlet Form, 50 Cents each—

If 10 taken, 25 Cents each.
If 20 taken, 20 Cents each.

Shanghae, 17th March, 1851.

NOTICE.

PRACTICAL INSTRUCTIONS FOR THE NAVIGATION OF THE YANG-TSZE-KEANG, will be henceforth 25 cents per copy.

Shanghae, 1st March, 1851.

NOTICE.

JOB PRINTING in all its branches, will be executed at our office, on the usual terms, with the greatest attention and despatch.

Shanghae, 3rd August, 1850.

NOTICE.

THE Community is respectfully informed, that all Communications, Advertisements, and insertions for the following number, should be sent, on or before Thursday in each week, or they will be too late for the same week's issue.

Shanghae, 24th August, 1850.

SHANGHAE RACES.

SPRING MEETING, 1851.

FIRST DAY,
Tuesday, 22nd *April*, 1851.

SHANGHAE PARK STAKES.—Of 2 dollars each, with 25 dollars, added for all Ponies.—Once round and a distance.—Weight for Inches.

THE GRIFFIN'S PLATE.—Value 120 dollars, presented by a member, for all Ponies, that have never run.—Twice round.—Heats.—Manila Ponies, to carry 7-lbs. extra.—Weight for Inches.—Entrance 5 dollars.—Five to start or no Race.

THE MANILA CUP.—Value 100 dollars, for Manila Ponies only.—Twice round.—Heats.—Entrance 5 dollars.—Weight for Inches.—Former Winner to carry 7-lbs. extra.

THE WOOSUNG PLATE.—Value—dollars, for Chinese Ponies.—Twice round.—Weight for Inches.—Entrance 3 dollars.

THE LITTLE WELTER STAKES.—Of 2 dollars each, and 15 dollars added, for all Ponies.—Once round and a distance.—12 hds. to carry 9-stone and 7-lbs. extra of every extra Inch.

THE SELLING STAKES.—Of 1 dollar each, and 20 dollars added, for all Ponies.—The Winner to be put up to Public Auction immediately after the Races, and any surplus over the entrance prices to go to the Fund.—Weights as follows.—For 60 dollars, 12-stone, for 50 dollars, 11-stone, 7-lbs., for 40 dollars, 11-stone, for 30 dollars, 10-stone, 7-lbs.—Once round from the Willows.

SECOND DAY,
Thursday, 24th *April*, 1851.

THE SHANGHAE CUP.—Value 100 dollars, for Chinese Ponies only.—Twice round.—Heats.—Weight for Inches.—Entrance 5 dollars.

THE TSATLEE PLATE.—Value 50 dollars, presented by a member, for all Ponies.—Once round.—Heats.—Entrance 2 dollars.

THE HANDICAP SWEEP STAKES.—Of 5 dollars each, 2 dollars forfeit only if declared, for all Ponies.—Twice round.—To be Handicapped by the Stewards.—Value 50 dollars.

THE LADIES' PURSE.—Value (not yet decided), for all Ponies.—Twice round and a distance.—Weight for Inches.—Entrance 2 dollars.

THE SCURRY STAKES.—Of 1 dollar each, with 30 dollars added, for Chinese Ponies only.—Once round and a distance.—Catch Weights.

A HURDLE RACE.—Of 1 dollar each, and 40 dollars added, Second Pony to save his Stake, for all Ponies.—Once round and a distance, over 5 hurdles.—Catch Weights.

A NATIVE PURSE.—Value 10 dollars.—Twice round.—Chinese Jockies, and Saddles.

RULES.

Entrance Fees for presentation prizes to go to the fund.

Races to commence each day at 1 o'clock. First saddling bell to be rung at a-quarter before 1.

A-quarter of an hour allowed between each race, on the second saddling bell being rung all horses going for the next race to rendezvous in front of the Grand Stand, and not to go down to the starting post until led by the starter.

All disputes to be referred to the Stewards whose decision shall be final.

All objections to horses or riders to be made in writing to the Stewards before starting.

Any alterations in names of horses that have run before, must be entered as (so-and-so), late (so-and-so).

Twelve hands to carry 8-stone and 7-lbs. extra for every extra inch.

Manila Ponies to carry 7 lbs. Extra.

Fractions of an inch to count in favor of the Pony.

No allowance for Mares or Geldings.

Three horses to start or no race.

Riders to appear in racing costume, and any rider not appearing in the colours entered must pay a penalty of Drs. 5 to the fund, unless satisfactory explanation be given to the Stewards.

No Dogs allowed on the course.

All entrance money to be paid at the time of entering or the entrance will not be taken.

All entries to be made to the clerk of the course on or before 12 o'clock noon, on Thursday, the 10th of April.

All Horses to be measured by the Stewards, on Thursday, the 17th April, between the hours of 9 and 10 a.m.

Weights of the Handicap to be published on or before the 12th of April, and declarations of non acceptance to be made on or before the 14th.

The Committee will act as Stewards with the power to add one or more to their number when they may consider it necessary.

BY ORDER OF THE COMMITTEE.

Shanghae, 5th February, 1851.

Shanghae, 4th *April*, 1851.

PRESENT PRICES OF PROVISIONS SUPPLIED AT THE SHANGHAE MARKET.

Fresh Beef,	per Dollar,	14 lbs.
Mutton,	"	12 "
Veal,	"	12 "
Lamb,	"	12 "
Pork,	per catty,	120 Cash
Kids,	per Dollar, each.	
Fish,	per catty,	80 to 100 Cash
Shrimps,	"	100 "
Eggs,	each,	7 "
Bread,	12, 2lb-loaves,	Drs. 1.
Chinese,	24, "	"
Biscuit,	per lb,	4 to 8 cents.
Oils, Te or best ground Nut-oil,	per catty,	84 Cash

₱ Dollar, 1,450 good yellow cash (current price.)

Another Remarkably Rapid Passage from China.—The *Countess of Seafield*, built by an Aberdeen firm—Messrs. A. Duthie & Co.—and commanded by Captain Leask, an Aberdeen Captain, left Woosung—about 1,000 miles farther up the country than Canton—on the 8th October last, and arrived in the London Docks on Monday afternoon the 20th January—thus making the voyage in 102 days from port to port. The *Countess of Seafield*, which belongs to our enterprising, Bailie Adamson, Registers 520 tons, and brings a cargo of over 700 tons of tea and silk.—*Aberdeen Journal.*

Arrivals in London.—The Overland Mail from China on the 16th January with dates from Canton to 29th November.

January 6, *St. Abbs*, 21, *Countess of Seafield*, from Shanghae.

At Liverpool.—January 4, *Jeremiah Garnett*, from Shanghae.

Sailed.—Jany. 21, *Propontis*, from London to Shanghae.

Tea.—The Stock in the United Kingdom amounted on the 31st December, to 34,500,000 lbs. against 42,600,000 lbs. on the 31st December, 1849.

ATMOSPHERICAL CHANGES

During the Week ending 3rd April, 1851.

Although much rain has fallen, and, with the exception of Saturday, although we have scarcely seen the sun during the last week, the crops continue uninjured and promise well. Several fields of early wheat have been observed in ear. During the past week the average height of the Thermometer has been 53°. 3'.—during the corresponding week of 1849, 55°. 5.

TABLE
MEAN DAILY READINGS
OF
BAROMETER, THERMOMETER, ANEMOMETER, and OMBROMETER.

March. Day of Month.	Day of Week.	Barometer. 1851	Barometer. 1849	Thermometer. 1851	Thermometer. 1849	Wind. 1851	Wind. 1849	Rain. 1851	Rain. 1849
28	F.	30.36	30.22	50.5	64.	N.E.	S.S.W. to N.E.	0.00	0.00
29	S.	30.40	30.25	53.	59.5	S.E.	E.N.E. to S.E.	0.00	0.00
30	S.	30.09	30.19	58.5	57.5	S.E.	N.E.	0.00	0.41
31	M.	29.97	30.00	58.5	60.	N.W.	W.N.W.	0.08	0.66
April.									
1	Tu.	30.20	30.21	51.5	55.5	N.W.	N.W. to W.N.W.	0.87	0.58
2	W.	30.17	30.54	50.5	44.	S.E.	N.N.W. to N.W.	0.08	0.01
3	Th.	30.20	30.62	51.	48.	N.E.	N. to N.W.	0.40	0.00
							Total	1.43	1.66

Shanghae, 3rd April, 1851.

PHRASES IN THE SHANGHAE DIALECT.

é pronounced as *a* in fate.	e pronounced as in met.	o pronounced as in not.
á " " " far.	eu " " " jeune.(Fr.)	u " " " run.
â " " " fall.	í " " " me.	ú " " " rule.
a " " " fan.	i " " " pin.	ü " " " une.(Fr.)
	ó " " " no.	

130. The willow is very common and will live easily.
楊樹末賤物易容活个
Yáng zúz meh; tsí veh, í yúng weh kó.
Willow tree worthless thing, easily live.

131. This tree will live with great difficulty.
第棵樹倒凡難種得活个
Ti kú zúz tá va na tsúng tuh weh kó.
This tree still difficult plant attain live.

132. Does it require a wet or dry soil?
樹性相信濕地呢乾地
Súz sing siáng sing sák di nyí kweu dih.
Tree nature, require wet soil or dry soil?

133. It requires a wet soil, but not too wet.
相信濕地个勿要忒濕
Siáng sing sák di kó, feh yá tuh sáh.
Likes wet soil, not wish too wet.

134. It requires a dry soil, but not too dry.
乾末要乾个勿要忒乾
Kweu meh yá kweu kó, feh yá tuh kweu.
Dry, wishes dry, not wish too dry.

135. Neither too wet nor too dry is the best.
勿濕勿乾末正好
Feh sáh feh kweu meh, tsung há.
Not wet not dry just right.

136. When should this tree be planted?
第顆樹末啥辰光好種者
Ti kú zúz meh, sá zung kwong há tsúng tseh.
This tree, what time light good plant.

137. In the spring is a good time to plant it.
春裡末好種者
Ts'ung li meh, há tsúng tseh.
Spring in good plant.

138. Plant it a little deeper.
還要種來深點哩
Wa yá tsúng lé sung tí lih.
Still wish plant come deep a little in.

THE
NORTH-CHINA HERALD.

SHANGHAE, 5TH APRIL, 1851.

NOTICE.—During the restoration of TRINITY CHURCH. Divine Service is held in the Godown of J. WHITE, Esq., *Wei-ke.* Hours of Service 11 o'clock A.M. and 3 P.M.

JOHN HOBSON,
Officiating Minister.

NOTICE.—Public Worship is held in the new School-room, on the premises of the "London Missionary Society," every Sabbath, at half-past 9 A.M.

Shanghae, December 5th, 1850.

TO CORRESPONDENTS, AND CONTRIBUTORS.

ANONYMOUS communications on matters of public *policy, or general interest; will be thankfully received:* as also any hints or suggestions for the improvement of our print, or in aid of our objects.

Contributions duly authenticated with the writer's name and address, will at all times receive due attention. The names of correspondents and contributors will not be published, if they prefer any other designation.

We cannot pledge ourselves to return papers not published.

An Editor's box will be kept at the office, for the reception of all communications.

LATEST DATES.

England,	24th Jany.	Port Philip,	17th Sept.
Calcutta,	12th Feby.	Sydney,	24th Nov.
Bombay,	19th Feby.	Amoy,	16th Mar.
Madras,	16th Feby.	Hongkong,	22d Mch.
Singapore,	10th March	Ningpo,	1st April
Penang,	5th March	New York,	13th Jany.
Batavia,	24th Feby.	San Francisco,	7th Feby.
Manila,	20th March	Sdwich. Islands,	10th Dec.

A QUICK and certain line of Steam Communication with Europe, and the United States of America, is a subject of vital importance to the whole of the Merchants of China, and of Shanghae most especially.

It has been fully demonstrated in the course of last year, that communication can be held between Great Britain and Hongkong, *viá* Suez, in forty-nine days; but to reach Shanghae, another week, or fortnight, must be superadded, according as we have Coast Steamers, or as it regards the North or South Monsoon.

But how does the case stand *viá* Panama? We know, that the average passage from Liverpool to New York is about 12 days, (often 11¼ days,) and *viá* Southampton to Chagres, with equal Steam power it ought not, nay cannot exceed sixteen to eighteen days on an average, if it would require that difference of time; allowing moreover two days to cross by railroad from thence to Panama, it occupies, say 20 days, from Southampton, we have then, to consider the time required for Steamers from Panama to Shanghae.

We doubt not, if the line be undertaken, and (we fully expect that both Britons, and Americans, will eventually compete for this route,) that the Pacific Ocean from Panama to either Shanghae, or Hongkong, will be traversed by Steamers in 28 days, at furthest,—of course, we presuppose, that none but the fastest Steamers will be employed, as it would be folly to put on any others, on such a service, involving such great stakes.

We have, already, had the *Sierra Nevada,* go to San Francisco from hence in 34 days, and the *Lydia* arrived thence in about 43 days, only last week; so that without Steam, communication can now be held between New York, and China, at either Shanghae, or Hongkong, within fifty-six, to fifty-eight days, and from China, *viá* New York to London, in a space of less than sixty days. If then, on this basis, we calculate the power of Steam at a third, or even a fourth, over sailing power, it would reduce the calculation to an average of fifty days, from China to Great Britain, *viá* Panama and New York.

This is, however, a very moderate estimate of the probable results of Steam-power. When once the line is established, our own conviction is, that before many years elapse, the portion of the line from Southampton, or Liverpool to Chagres or Porto-Bello, will be achieved within fourteen or fifteen days. If two days are allowed to traverse the railroad, and 28 days from Panama, to any portion of the Eastern Coast line of China, it gives a total of only forty-five days: this may appear startling to some of our readers, *mais nous verrons.*

Since writing the above a book has been put in our hands, from which we give the following extracts—

"San Francisco, from its favourable position, with its fine bay and harbour and superior local advantages as the chief outport of the gold placers and mining districts of California, is destined to become the great mart and entrepôt for our commerce on the Pacific with China, Japan, and all the maritime countries of Asia, Polynesia, Oceania, and Australasia, which embrace an aggregate population of upwards of six hundred millions.

We have now regular steam communication with San Francisco, as well as the principal ports on the west coast of America, which are soon to be extended to those of the north west coast as far as Russian America and Kamtschatka. When connected with the new lines, to consist of five government war steamers, to ply between San Francisco, Shanghae, and Canton, *viá* Sandwich Islands, and by the great circle route of the Aleutian and Kurile Islands, Strait of Sangar, Sea of Japan, and Strait of Corea, as recommended by Mr. T. B. King, chairman of the Committee on Naval Affairs, House of Representatives, of the 4th of May, 1848, it is calculated the transit of mails, passengers, and merchandise, can be made between New York and Shanghae in about thirty five days; and with Matsmai, Island of Tsus-Sima, Nangasaki, and the intermediate Japanese ports, in a still shorter time."—*American Commerce in the East. Nautical Magazine, December,* 1849.

IN our last issue, we gave publicity to the Communication of a Subscriber, alluding to a threat of some Chinese to kill some Members of the Park Committee, on whose heads a price had been set, and remarked, generally, with reference to the Port being left without the protection of a man of war, at a time, when, the hostility of the Court, at Pekin, against Foreigners was known.

Our attention has been called, by a Correspondent, to the inexpediency of publishing reports of the nature alluded to, and the little faith there is to be placed in the alleged policy of the Chinese Government. We admit, to some extent, the force of the argument adduced, and have no doubt, that the rumour, had its origin in the opposition to the extension of the Race Course, exhibited by certain disaffected Chinese. However, in making the remarks in question, we disclaim all intention of giving rise to groundless alarm, that the present safety of Foreigners is jeopardized, or the liberty, privileges and security accorded to us, at this Port, from the first, are in immediate danger of being curtailed.

WE have great satisfaction in laying before our readers the following documents relative to the important matter we have recently discussed at length in our columns. It will be seen that the British Chamber of Commerce are laying their hands to the task of the removal and prevention of smuggling from the Commerce of this Port. They are, we know, men too much of practical habits not to expect difficulties to arise in the execution of their plans, and too energetic and determined not to overcome them. Heartily do we bid them God-speed. Let, but the Chamber of Commerce be faithful to the pledges they make, and we may confidently expect that the moral reproach which rests on the Commerce of Shanghae, will be entirely swept away. Soberly and seriously, a system that involves habitual falsification of any kind or degree, cannot be other than a great moral evil. Strange that whilst in even small matters of individual life between man and man, to utter a falsehood is properly deemed a grave offence that puts the offender out of the pale of honourable society, the systematic speaking, writing and acting falsehoods in weighty matters of business, should be looked upon with less severity, or even find defenders! Truly this is one of the many instances of judgment perverted and conscience stolen away by interest, or correctly speaking, by that which is imagined to be interest.

It should never be forgotten that the laws of morality are the same in the domain of Commerce as in that of private life. To defraud a nation or a firm is not the less criminal and dishonorable than to cheat an individual. A falsehood in the one case is as bad as in the other and the consequence, perhaps, more pernicious.

We will not however keep our readers longer from the documents themselves; earnestly hoping that every individual merchant in Shanghae, be he connected with the British Chamber of Commerce or not, will rigorously co-operate with this most laudable object.

The following is a copy of the resolution passed at the Meeting, held on 27th ultimo.—Present,

A. F. CROOM, *Chairman,*
(Blenkin Rawson & Co.)
H. C. R. MACDUFF, *Deputy Chairman,*
(Smith, Kennedy & Co.)
WM. HOGG,
(Lindsay & Co.)
THOS. MONCREIFF,
(Rathbones, Worthington & Co.)
A. BOWMAN,
(Gilman, Bowman & Co.)

It was proposed by H. C. R. Macduff, Esq., seconded by Wm. Hogg, Esq., and passed unanimously.

That the Chairman be authorized to address a letter to H. B. M.'s Consul relative to the best means of preventing smuggling, the said letter to be submitted previously to the Committee for their approval on Tuesday next April 1st, until which time the Meeting was adjourned.

SHANGHAE, *March* 28*th,* 1851.

SIR,—I have the satisfaction of informing you that a Meeting of the Committee of the SHANGHAE BRITISH CHAMBER OF COMMERCE was held yesterday to discuss the present unsatisfactory state of the Trade of this Port, as regards smuggling, and with the view of suggesting some measures, by which this great and growing evil may be put an end to. The Committee have not hitherto interfered, having waited to see how far the punishment inflicted by yourself upon detected cases would have the effect of putting a stop to the system. The Committee, with regret, find that the punishment inflicted upon the last occasion, which it is unnecessary to call to your recollection, has not, in the slightest degree, checked the abuse, but that, on the contrary, smuggling has since been carried on with as much boldness as ever.

I need scarcely say that the Committee are most anxious that some steps should be taken, to put an entire stop to a practice, *now almost universally allowed to be of no benefit whatever, but instead,* positively injurious to those engaged in it, and I believe I am correct in saying that the Community generally, would hail with pleasure any effectual remedy that could be devised, with a view to its prevention.

It is strongly suspected that smuggling prevailed to a small extent very shortly after the opening of this Port, and has ever since been gradually, but steadily increasing, until it has reached its present magnitude; and many have latterly been absolutely forced into doing that, which they themselves disapprove—the alternative being either to smuggle, or to abandon the Trade—and unless some remedy be applied next Season, many parties will again be driven to the same course rather than be excluded altogether from the Trade.

Having made these preliminary observations, I shall now lay before you the result of the deliberations of the Committee, and give you as concisely as possible, their ideas as to the best means to be applied for the future prevention of smuggling.

The Committee are fully sensible of the many difficulties attending the question, some of which I shall have occasion to call your attention to. An opinion seems to prevail pretty generally that if the Committee were to make it their business to detect, and bring to your notice, cases of smuggling, the most efficacious remedy would at once be found, that could be devised. There are many objections to this plan. In the first place, supposing that proofs of smuggling were easy, (which in most cases they are not, especially in Vessels that have not previously loaded at the Port, and where their capacity for carrying is consequently unknown,) a ship might be detained, and, in order to convict the smuggler, the Vessel would have to be unloaded to obtain evidence, and by so doing the property of other parties, not smugglers, would not only suffer by the delay, but probably meet with considerable damage, for which in most cases the parties informing would become liable; as it cannot be supposed that the smuggler, probably ruined, provided the Authorities confiscate his property, would always have the means of satisfying the heavy claims for loss of Market, &c., preferred against him by the fair Trader. The latter, I presume, would have therefore no alternative but to proceed against those laying the information, a course alone sufficient to deter many from coming forward to prosecute.

Again, the effect of informing against British Subjects, smuggling in British Vessels, would undoubtedly be that of driving them to have recourse to Foreign Ships, especially to those belonging to Nations having no representatives in China, in which there would be little or no risk of detection.

The first difficulty mentioned, however, the Committee think not altogether insuperable, and for the purpose of carrying out the second it would be indispensable that the Chinese themselves vigorously carry out stringent measures by confiscation of smuggled property; also that the Consuls of different Nations co-operate as much as possible in giving their assistance to those desirous of putting down the system; and that it be imperative upon the *Taoutae* to insist upon all Foreign Vessels having no Consul, or party to whom they are responsible, placing their papers in the hands of the British or American Consul, or any other properly constituted Authority, and that the said Vessels be placed upon exactly the same footing as British or other Vessels, over which Consuls have jurisdiction.

Whether this is practicable or not, the Committee would respectfully request your opinion; and also, if in the event of detection of smuggling you would be prepared to insist upon all smuggled property being confiscated, and, if confiscated, whether only that portion smuggled be liable to seizure, or the whole of the shipment made by the party. Upon these subjects the Committee are desirous of information, as in the event of their present suggestions being carried out, and if after fair trial they are found unattainable, they may be prepared to adopt other measures for putting down smuggling, which I need scarcely say they are fully prepared to do by every fair means in their power.

In offering the following suggestions for the suppression of smuggling, the Committee are fully aware that they are liable to some objections; still, at the same time, and in the absence of any better remedies, they think them well worthy of trial.

They are,—That a regulation should be passed by the Chinese, rendering it compulsory upon all parties, of all nations, coming to or residing at this Port for the purpose of Trade, to purchase their Teas or other Produce long price—that is to say, that the Chinese, the Sellers, become responsible to their own Government for the duties upon all articles sold by them to Foreigners. That should any case of bribery between the Brokers, the Teamen, and the Government Authorities, be *brought to the notice of the Chamber of Commerce,* the Committee will immediately apprize you, or any other national representative, to whose jurisdiction the case may more immediately belong, of the same—that the necessary steps may be taken to bring the offender, whether Native or Foreign to justice.

It has been intimated that rendering the settlement of Tea or other Produce compulsory upon parties, in the manner mentioned and in no other way, is contrary to the meaning and spirit of the Treaty. Should such, however, prove to be the case, the Committee presume that the power of altering this rests with the Chinese themselves, subject of course to the approval of our own Authorities, and they moreover think that the Chinese would not be inclined to throw any obstacles in the way of an arrangement of this sort, so manifestly to their own advantage.

That, with regard to Imports, it shall be necessary for all Consignees to send in to their respective Consuls, or Consuls acting for Nations having no Representatives of their own, in addition to the particulars of their Cargoes hitherto made known, the marks and numbers of all packages to their consignment—that the Captains' copies of the Bills of Lading inwards should also be left in the Consular care, so that there may be no difficulty, at any time, in ascertaining the number of packages, marks, &c., belonging to each party—that one bale or package, or more, should be opened indiscriminately by the Chinese of each mark in the Ship, so that they may ascertain the contents of each Package—and finally that the Chinese themselves furnish the respective Consuls with full particulars of the number of packages landed from each Ship, that they may be compared with the statement furnished by the Consignees to the Consul.

It would also be highly desirable, and would assist much in the prevention of smuggling, that it be insisted that all parties wishing for information may have full access to the Custom-house Books, and to those at the Consulate having reference to Import and Export Cargoes.

Upon one other subject the Committee are desirous of having your opinion, and that is whether it would be possible for the *Taoutae* to farm the Duties at this Port—as being a means of rendering that Officer more vigilant than he otherwise would be, in the collection of the Duties.

In conclusion, I shall be glad to find that the suggestions in the foregoing meet with your concurrence, and that you are prepared to render every assistance, in conjunction with the other National Representatives, in carrying them into effect.

At the same time I have respectfully to beg your earliest attention may be given to the subject, as the Committee are anxious to mature their plans for the suppression of smuggling, before the commencement of the ensuing Season.—I have the honor to be, Sir, Your most obedient Servant,

A. F. CROOM,
Chairman of the Shanghae British Chamber of Commerce.

To
RUTHERFORD ALCOCK, Esquire,
Her Britannic Majesty's Consul,
Shanghae.

BRITISH CONSULATE,
Shanghae, 2d April, 1851.

SIR,—In the absence of Mr. Consul ALCOCK, I have the honor to acknowledge the receipt of your letter of the 28th ultimo, communicating the proceedings of a Meeting of the Committee of the SHANGHAE BRITISH CHAMBER OF COMMERCE, held the day previous to discuss the present unsatisfactory state of the Trade of this Port as regards Smuggling, and with the view of suggesting some measures by which this great and growing evil may be put an end to.—I have the honor to be, Sir, Your obedient Servant,

D. B. ROBERTSON,
Vice-Consul.

To
A. F. CROOM, Esquire,
Chairman of the Shanghae British Chamber of Commerce,
Shanghae.

PEKIN REPORTER.

SUMMARY AND EXTRACTS.

No. 153, December 31st, 1850.

His Majesty in a special Edict deplores the prevalence of rebellion and crime in all his dominions, ascribing it to total neglect on the part of the executive, of the fundamental rule of the constitution, mutual responsibility. He blames the Viceroys and Governors for never having attended to a general Edict issued last spring commanding them to oblige their subordinates to revive the old established system, and report the result,—"and hence," he remarks, "is it to be wondered at that instances of crime should be so numerous, or the law so little regarded." His Majesty again enjoins his former commands upon his representatives, calling upon them to report the details of their present system of Government, and see to it that their subordinates are more assiduous in the *performance of their duties.*

Weishihnah, is appointed General-in-Chief at *Hangchow foo,* in the place of *Yihseang,* (formerly rebel-quelling General at Canton,) who is removed to *Chingtoo foo* in *Szechuen.*

The memorial of the Viceroy of *Fokeen* reporting the destruction of part of his official Residence appears in this number. The conflagration, which took place on the 13th of November last, during the Viceroy's absence in *Chekeang* on public service, was caused by the carelessness of a servant boy and destroyed part of his office and private rooms. The Governor and subordinate officers hastened to the spot as soon as possible and at once proceeded to remove with the utmost respect the Imperial Death warrants, the archives of Imperial Rescripts and Decrees, and Gifts of Royal Bounty, and having done this, they extinguished the flames.

No. 154, January 2d and 3d, 1851.

His Majesty directs posthumous honors and rewards to be conferred upon *Chang Peihleh,* Commander-in-Chief in *Yunnan,* and *Pokeshen,* General of *Hopih Chin* in *Honan,* in consideration of their faithful services to the crown. The former died at *Tsinchow Foo* in *Kwangse,* on his way to take a command against the rebels in that Province.

The Emperor notices with commendation the report of another victory over a division of the *Kwangse* rebels in which several more were killed, wounded, and captured. He also commands the present Imperial Commissioner *Le Singyuen,* (lately Viceroy of *Keangnan,*) to institute secret enquiries into the truth of a complaint laid before the censorate by a graduate in *Kwangse* of injury and damage caused by the rebels, and to punish the offenders accordingly.

No. 155, January 4th and 5th, 1851.

His Majesty in a special Edict thanks *Yihshan* (formerly Generalissimo at Canton) for his present of a Horse which the Emperor has tried and found so fine an animal, that He commands it to be named (in Tartar) *Keuhkintso.*

IT is reported that after the engagement which took place last week between the Canton men and the military, in the street leading to the north gate of the city, the former succeeded in making good their retreat to Woosung, and thirteen of them on arriving there boarded a Tsung-ming passage-boat and desired the man in charge of her to get under weigh. This he refused to do, and they immediately threw him overboard, and making sail proceeded out of the river; but the tide setting in strong with a head wind, after beating about some time the boat drifted on shore, and the Paou-shan authorities captured the whole of them. They are at present in custody at Tsung-ming, and will remain there pending orders for their transmission to Soo-chow.

IT was so confidently expected that our Australasian Colonies, would have been supplied with Steam-communication between them and Great Britain, in 1849, that the press announced the thing as a fact beyond all doubt: nevertheless, that year and another, have since been gathered into the past, without seeing any thing carried out. We are glad to learn that there are prospects, at length, of this most important matter being taken vigorously in hand, a new Steam Company has been started in Great Britain to run between Plymouth, Alexandria, Calcutta, Singapore, China and Sydney.—

"A new Company called "The Eastern Steam Navigation Company" has been organized for the purpose of running opposition vessels from Plymouth to Alexandria, Calcutta, China, Singapore and Sydney, R. W. Crawford, of the firm of Crawford, Colvin & Co. is the chairman of the new Company, which will be supported by the Austrian Lloyds."—*Straits Times, March* 10.

We wish the new Company every success, although, we have expressed very decided views upon the policy of establishing a line of Steam communication between Shanghae, San Francisco and Panama; and on the Atlantic side, from Chagres to New York and Liverpool; or Chagres and Southampton. We are not the less alive to the benefits which must result from a competing line in the South. The interests of Commerce require far greater facilities than have yet obtained throughout the Indian and Pacific Oceans, and we would gladly hail the day, when bi-monthly, or even weekly steamers, shall traverse these oceans, connecting the various nations of the earth in stricter bonds of amity, and active enterprise, than has ever been known since the dawn of civilization.

(From the Daily Alta California, Feby. 2.)

FROM THE GOLD BLUFFS.

OUR SPECIAL REPORTER.—Herewith we give the account of our reporter whom we sent up on the *Chesapeake* for the special purpose of seeing and reporting the facts respecting that region which has caused so much excitement lately. He

has been and returned, and gives the public the results of his observation. He has no object in coloring his account, and had he, we are certain would not do so. His reports heretofore have always stood the test. This much we say, having implicit faith in his statement of facts in this as in his previous reports.

The steamer *Chesapeake* arriv d from Gold Bluffs this morning, with about fifty passengers. The accounts from the Gold Bluffs, through authentic sources, confirm the previous reports of the auriferous nature of that region. Having seen the whole show, we are prepared to speak positively on the subject.

The *Chesapeake* arrived at Trinidad on the 21st, making the run from San Francisco in sixty hours. Most of her passengers were landed at Trinidad, and she then proceeded to the Gold Bluffs, for which place she had a large quantity of freight for the Pacific Mining Company. Trinidad bids fair to become a town of importance, especially should the Gold Bluffs be worked to any considerable extent. Within the last month it has received a large addition to its population, and the proposition to make it the seat of justice of Trinity County will undoubtedly be seconded by the Legislature. Many people will go to the mines as soon as provisions can be packed thither, but still a sufficient number will remain to render it the most populous town in the county. The harbor is insecure during the prevalence of southerly winds, but it is sheltered from all other winds. Undoubtediy it is the best harbor between San Francisco and the Columbia river. There is an abundance of the finest timber in the immediate vicinity of the town, and large quantities of piles are prepared for the San Francisco market. The fertility of the soil and the mildness of the climate are remarkable. Particularly is this true as respects the vicinity of the Klamath river, where we tasted whortleberries, plucked from the bushes on the 26th of January.

The Indians along the coast are very friendly towards the whites, and are frequently employed to carry baggage from the Klamath to Trinidad.

The Bluffs are about thirty miles north of Trinidad, and to reach them is a matter of no slight fatigue. High hills and deep gulches are quite a relief after travelling twenty miles ancle deep in beach sand.

The Gold Bluffs present to the ocean a perpendicular front of from one to four hundred feet in height, and extend a distance of about six miles. At the base there is an abundance of talcose slate mixed with quartz, and we were shown specimens of quartz gold, though in very small quantities. At times the ocean breaks against the bluffs, rendering travelling along the beach a very hazardous matter, for several days together: but in ordinary weather the beach at the foot of the bluffs is from twenty to fifty yards in width. The beach is a mixture of grey and black sand. In some places the black sand covers the surface to the depth of an eighth of an inch, and can be easily gathered, though we must say that during our stay at the bluffs the exhibitions of black sand in any great abundance were rare. It is found mixed with scales of gold, very fine, so fine that it cannot be separated by ordinary washing. The beach changes with every tide, and occasionally no black sand is to be seen upon the surface. In digging into the bea h, the grey and black sand is found mixed together, the grey largely predominating. In the rills which trickle down the bluffs the gold is to be found, in quantities, perhaps greater than in the black sand.

It is probable that the gold has been washed from the bluffs into the ocean, and is cast upon the beach by the action of the waves.

The scenery in the region of the Bluffs is really magnificent. The stupendous height of the bluff, the cascades—the water rushing over the top and meeting no impediment until it strikes the beach at the base, two hundred feet or more—form scenes which an artist might study with profit. The Bluffs are broken by three gulches, in which the Pacific Mining Company have located their log houses and tents. The Bluffs appear to be of a sand stone formation, and exhibit many traces of iron.

The grey sand is found in any desirable quantity upon the beach. We noticed men washing this grey sand, and they succeeded in extracting a quantity of black sand, perhaps one tenth part. There is undoubtedly more or less of the black sand all along the beach, but in most places the quantity is very minute.

The *Chesapeake* landed several tons of goods at the Bluffs, by means of lines extending from the steamer to the shore, and to which the casks containing the goods were attached. The surf rendered the landing in boats impracticable. The steamer was anchored nearly half a mile from the shore, and in sounding, (the lead being greased to test the quality of the bottom), several particles of gold were drawn up. This fact seems to indicate that there is as much gold in the ocean as upon the beach, and before many months we may expect to see vessels fitted out with apparatus to bring up the mineral from the bottom of the ocean.

The mines on the Klamath and its tributaries are represented to be extremely rich, and many persons are preparing to operate on Beaver Creek, Salmon Creek, and Scott river, as soon as the season opens. Two dollars per pound was paid for packing from Trinidad to Salmon Creek. On Saturday week the entrance to the Klamath was reported to be 150 yards wide, and most accounts represent that during the summer months the river can be easily entered by small vessels. The Gold Bluffs extend to within twelve miles of the mouth of the Klamath.

The black sand, as it is called, is principally oxyde of iron, strongly magnetic. Several chemists who have examined the sand suppose that but a small portion of the precious metal is visible to the naked eye.

We conversed with several intelligent miners, men who had remained near the bluffs for several months. They say that occasionally they find the gold very abundant, and at other times little or none is visible.

The Pacific Mining Company lay claim to a large portion of the beach, and have erected three log cabins, and laid in a large store of provisions, preparatory to working the Bluffs on an extensive scale. They have a large number of laborers on the ground, and have employed a chemist to extract the gold from the sand, and are sanguine in the belief that their enterprise will yield them a handsome per centage. If the sand yield any thing like the quantity of gold which has been represented, we cannot doubt the ultimate success of the Company, if their affairs are managed pr dently. But for individuals, single-handed, we have no word of encouragement. The expense of reaching the Gold Bluffs is nearly or quite one hundred dollars, and the cost of getting provisions there about fifty cents per pound. Even suppose they succeed in getting large quantities of the so-called black sand, without some economical method of separating the gold it will be valueless. We saw men in the vicinity of the Bluffs, who had expended all their means in reaching there, and are now unable to return.

The Chesapeake.—The steamer *Chesapeake* sails for the "Gold Bluffs" this afternoon, with a large company of men employed by the Pacific Mining Company. We are informed that the *Chesapeake* will return in about two weeks, when we may expect important information from the Bluffs.

Departure of the Chesapeake.—A large crowd assemb ed on Central wharf yesterday, to witness the departure of the steamer *Chesapeake*. As she left the wharf they saluted her with three cheers, but the anxious adventures could not return the compliment, being doubtless deeply engaged in reckonings of the profits anticipated from the black sand. *Nous verrons.*

Miners.—The miners in the southern dry diggings have very wisely concluded, as the water will not come to them, to take the dirt to the water, and are now purchasing mules and horses in Stockton and vicinity, for that purpose. Should this prove remunerating, the *dust* may be expected to come to hand more freely than for two months past, and have its favorable influence upon the market.

Agriculture in the Vicinity of our City.—Time was when the plodding denizens of San Francisco were forced to subsist principally upon meats, and suel luxuries as vegetables seldom appeared upon table, unless in the hermetically sealed cans, which often emitted a "most ancient and fish-like smell." Now, in our immediate vicinity are gardens tastefully arranged, and green with the rich products of a virgin soil, upon which an epicure may feast his eye and palate. At the Mission of Dolores the inhabitants are nearly all gardeners, and every kind of culinary vegetable may be found growing in their grounds. On the road to the Presidio, a pretty little valley, which one year since was a barren marsh, has been converted into garden spots, and a handsome village of gardeners is now growing up there. Beneath the sunny California sky, in the season when in the northern States of the Atlantic the bosom of old Mother Earth is whitened with snow, we enjoy greenness and beauty.

The Gold Bluff Excitement.—Since the first discovery of the golden treasures of California, now nearly three years ago, there has been probably nothing which has created such an excitement as the reports about the richness of the Bluffs. The accounts published, based upon the representations of some of our most respectable citizens and supported by affidavits of others who have been upon the spot and watched the different appearance of the beach at various seasons of the year, have stirred up the spirit of enterprise and adventure, which is one of the most prominent characteristics of our population, to an extent hardly creditable. We cannot pretend to say how many vessels, one, two and three masted, steamers and propellers, are up for this new found mint of nature. The very vitals of society seem unwontedly expanded, and the public heart is throbbing audibly with this new fever.

Besides the affidavits which we have published, we have the testimony of others not at all connected with the first expedition, nor with any of those now about leaving for the Bluffs. They are persons who have been upon the ground, who have seen the gold in the sand, who have examined the Bluffs and say that they know that gold is sprinkled all through the soil. This may be all true or only partially so—we cannot vouch. But one thing is certain; the evidence of the richness of that section seems sufficiently strong to induce a great emigration thither. The same spirit which burst forth in the United States when the report of the gold discoveries first reached there and became corroborated, has again answered to the call, and the impetus of enterprise and adventure, and a desire to yet find the golden fleece which brought so many Argonauts here is once more almost omnipotent.

Spontaneous Combustion of Coal, and the lamentable loss of Ships and Lives caused thereby.

(From the Nautical Magazine for July, 1850.)

The numerous instances of ships taking fire through spontaneous combustion, and the number of ships and lives which have been lost from the same cause, have so repeatedly been brought before the public, that it would seem as if the parties most concerned in such calamitous events, were callous or indifferent to those remedial measures and suggestions, which have been from time to time communicated for the purpose of guarding against the fatal effects of an accident, to which so many descriptions of cargo are liable.

On this occasion, I will limit my observations to ships and vessels which have been on fire when laden with coal, and the vast spread and increase of steam navigation, has very materially added to the number of vessels freighted with that essential article, and as much dependance is placed on the arrival of coal at the numerous dépôts, in all parts of the world, it is very evident that the failure of transit may be attended with serious consequences. Surely then that cause alone is deserving of every care and precaution, but, when we take into consideration the destruction of ships and the loss of life, the question is of tenfold importance, and it should no longer be neglected.

The ships destroyed by fire, are as follows:—

1. H. C. steam vessel *Madagascar*, Captain Dicey, burnt in the China Sea, owing to spontaneous combustion of her coal, fifty-seven of her crew perished, September 19, 1840.

2. American steam frigate *Missouri*, coal caught fire at Gibraltar, and she was burnt to the water's edge, but through the exertions of British men-of-war, her crew were saved, August 23, 1843.

3. The *Robert Napier*, steamer, caught fire on a voyage from Londonderry to Liverpool, engines and cargo saved, no lives lost, July 24, 1844.

4. Steam ship *Grana Uile*, burnt at sea, her captain and several of the crew lost, April, 1847.

5. The steamer *Experiment*, from Sunderland to London, was burnt off Aldborough, fortunately the *Clarence* steamer was in company, and saved all her passengers and crew, (80 persons,) April 30, 1847.

6. Ship *Palestine*, bound to Aden, (laden with coal which ignited,) was burnt at sea in lat. 26°. N., long. 58°. E. Crew took to their boats, were picked up at sea and saved, February 4, 1844.

7. Ship *Droimore*, cargo coal, on fire off the Cape. Barque *Crishna*, hove in sight, when the *Droimore* was abandoned, and her crew were taken to the Cape by the *Crishna*, August 6, 1845.

8. Ship *Royal Consort*, burnt to the water's edge off Calcutta; fire originated in the forehold, where there was a quantity of coal, September 12, 1845.

9. Ship *Achilles* from Leith to Calcutta, cargo coal, caught fire in lat. 38°. 50'. S., and long. 20°. 30'. E., bore up for Simon's Bay, flames burst forth when the hatches were taken off; she was then run on shore and scuttled, September 16, 1845.

10. The ship *Erin*, of Liverpool, with a cargo of coal, and bound to Quebec. A fortnight after her departure from Liverpool, it was discovered that she was on fire, all hands were employed to work down to where the coal had ignited, but flames issued forth, and within two hours they burst through the deck: the ship was then abandoned, and soon afterwards sunk, but most fortunately during the night, the *Erin's* boats were picked up and her crew carried to Quebec, where they arrived on the 29th July, 1846.

11. The ship *Mayfield*, from London to Bombay, with a cargo of coal, caught fire though spontaneous combustion, and was burnt off Severndroog on the 23rd of February, 1848. Crew saved.

12. The emigrant ship *Caleb Grimshaw*, from Liverpool and bound to North America, with 457 persons, (passengers and crew,) and a cargo of iron and coal, caught fire in the hold, when off the Western Islands, owing, it is supposed, to spontaneous ignition of the coal. Strenuous endeavours were made to subdue the fire, which continued to rage below hatches during ten days, when most providentially the barque *Sarah* hove in sight, and her excellent commander, Captain Cook, kept company with the burning ship, until the weather permitted the *Caleb Grimshaw's* passengers and crew to be safely got on board the *Sarah*. But this sad catastrophe led to the loss of 101 persons; the fire broke out on the 4th of November, and the survivors were landed from the *Sarah* at Fayal, on the 27th of November, 1849.

13. The *Ocean Queen*, burnt on the 23rd of December 1849, two boats with Captain Jewell and fourteen men, were picked up on the 31st, and landed at the Cape. The launch, with the chief officer and fourteen men, were rescued by the French ship *Gol*, carried to Bourbon, and thence to the Mauritius by the French man-of-war steamer *Cassini*, on the 7th of February, 1850.

14. The *Ben Lomond*, laden with coal, from Leith, anchored off the Point at Aden on the 19th. It was discovered that she was on fire through spontaneous combustion three days before her arrival; closing her hatches, and other prompt measures, kept the fire under, and on the 20th, she was scuttled and sunk. The *Ben Lomond* stands in Lloyd's Register, a ship of 497 tons, new measurement, and was built at Quebec in 1845. It is possible with the aid of divers, that the *Ben Lomond's* cargo may be saved.—Aden, February 20, 1850. Recent intelligence from Aden states, that the *Ben Lomond* had been hove up without any serious injury to her hull.—C.B.

Steamers and Sailing Ships on Fire, but escaped destruction.

15. The *Shannon* steamer, on fire owing to the ignition of her coal at Plymouth, her spars and booms burnt, and otherwise the ship received much damage, December, 1846.

16. H. M. steam ship *Shearwater*, fire broke out, first in one bunker and then in another, and was not quenched until great damage had been done, March, 1847.

17. H. M. store ship *Tortoise*, at Ascension, with a cargo of coal, was discovered to be on fire owing to the ignition of coal, when after incessant labour, during four days and nights, her hold was cleared and the fire subdued, but not until her beams were burnt through from three to five inches, March, 1847.

18. Barque *Madonna*, from Portsmouth to Ceylon, laden with coal, on suspicion of fire on the 26th of September; about sixty tons of cargo were thrown overboad, smoke and great heat induced her commander to bear up for Table Bay, and she was ran on shore on the 3rd October, 1845. Cargo saved, and the ship was hove off.

19. Ship *Lady East*, from Liverpool to Singapore, with 600 tons of coal, which ignited off Acheen Head on the 14th of November; unremitting exertions during five days and nights, subdued the fire, and she bore up for Penang early in December, 1845.

20. Barque *Ann Grant*, coal laden from London to Bombay, when off Goa on the 30th of April, smoke was seen to issue from the hold, and her cargo was on fire, Captain Foreman and his crew did their utmost to subdue the fire. She was got safely into Bombay harbour, and then she was run aground off Magagon and scuttled, and the fire was overcome. The Captain and crew were well rewarded for their good conduct by the merchants and underwriters of Bombay, June, 1846.

21. Barque *Madura*, Captain Hope Smith, when discharging coal at Aden, it was discovered that combustion had commenced in the lower part of the hold. Through prompt assistance and incessant exertions for several days and nights, and having scuttled the ship until seven feet of water was in the hold, the fire was subdued on the third day, December 3rd 1846.

22. Barque *Abbotsford*, Captain Marshall, with a cargo of 500 tons of coal, from London to Singapore, was discovered to be on fire when off Acheen Head, and put in at Penang, when she was scuttled and shot were fired into her hull. With prompt assistance the fire was subdued: the coal had ignited in the lower part of the hold, as her kelson, the lining, and stanchions were in some parts much burnt, and in other places charred. The fire was discovered on the 26th December, 1849, and on 31st she reached the harbour.

Total, fourteen ships destroyed by fire, with about 170 persons who perished; and eight ships which narrowly escaped destruction, owing to spontaneous ignition of coal.

Beyond the sad and melancholy losses, which are thus upon record, I am well aware that spontaneous ignition, has occurred on board other steamers than those herein specified, and their escape may be attributed to the division of their coal in compartments or bunkers, to due ventilation, to a good look out, and also to the ready means always at hand to supply water, and quench the first indication of fire. Whereas ships when coal laden, are deficient in those means, and as one remedy beyond what I have before suggested, I would advise that every ship engaged to carry coal, should be provided with good bilge pumps, and a fire engine, or force pumps, and with lots of well trimmed fire buckets.

Under all these circumstances, there cannot be a doubt that Thermal Indicators, ascending to the deck from different parts of a ship's hold, would always give a timely warning of danger, and as I am of opinion that ignition must have commenced on board most, if not all, of the ships named in the foregoing lists, a considerable time before the discovery of fire, it seems very evident that earlier means of subduing the fire would have proved successful. But independent of Tubes or Thermal indicators, I have, in my former communications on this important subject, recommended that small wells or compartments should divide the coal in different parts of the hold, for the purpose of giving a space to flood or swamp the locality of the fire, and also to enable the means of shifting and searching coal, as well as to afford the advantage of ventilation; whereas most coal laden ships fill the hold throughout, and thereby prevent that care and precaution which is absolutely necessary; and when it is considered that coal is a dead weight, it is obvious that no ship full of coal can be in proper trim or otherwise than overladen.

And here it may be observed, that spontaneous combustion may arise from the admixture of coal of a pyritous kind, and also from neglect when it is shipped in wet weather, because a quantity of wet coal, in the centre of a cargo, or at the bottom of the hold, may become heated until it ignites. However, all these causes and effects have been so ably discussed by my friend Mr. Piddington, and other talented persons, and they have been so freely made known to the public at large, that I shall content myself with the main object of this communication, which is to point out the serious consequences of past neglect, to shew what disasters have occurred, and to urge the necessity of that public enquiry which shall enforce a sure and effectual remedy; and I venture to say, that unless determined and decided measures are speedily adopted, Steam Navigation will be checked and impeded, more ships will be lost, and lives will be sacrificed! The interests of ship owners, of underwriters, and of every Steam Company throughout the British Empire, are very materially concerned in these important considerations and remarkable events. Moreover, the safety of Navigation, and the calls of Justice and Humanity, when thrown into the scale, must bear down all prejudice, all opposition, and ensure that amendment of system and those remedies which are so emergently required for the protection of life and property.

* * * * * *

C. BIDEN, &c.

The Editor Nautical Magazine.

SHIPPING NEWS.

The barque *Anne Jane*, Captain John F. Fawcett, in Pitt's passage spoke the Dutch barque *Caterina*, from Amboyna, bound to Batavia, having on board the crew of an English vessel, (supposed name *Ann Paley*), wrecked in Pitt's passage on their voyage from England to Canton, the crew having reached the former port in their boats, after the accident.

In our last issue we stated that the *John Baring* had got on the North bank in coming into the Yangtsze-keang; we are glad to find, we were misinformed; she was not on the North, but the South bank, and got off without damage.

We have been much gratified with an inspection of that fine British ship, the *Albemarle*. She is a splendid specimen of what may be done in ship-building, where neither skill, time nor expense are spared in the construction of the noble Merchant-men, for which Great Britain, and America, are so conspicuous.

It may be satisfactory to parties interested in our merchant marine, to learn a few particulars about the build of the above vessel. She was laid down, at Scarborough, by her owner William Tindall, Esq., of London, was three years in building, and was launched, at Scarborough, in June, 1850. Her dimensions are, as follows; Length of keel 119-feet 7-inch; Extreme breadth 28-feet 4½-inch; Depth of hold 19-feet 3-inch; Length on the spar-deck 138-feet 6-inch. Her tonnage, for cargo, below the main-deck is 506 tons; but including all, below the spar-deck, her tonnage is reckoned 704 tons.

Strength and durability have been mainly considered, together with the essential carrying properties of a merchant vessel. But, that most important feature, the sailing quality has been duly regarded. Altogether, competent and impartial judges pronounce her to be a perfect merchantman.

She performed her passage from Gravesend to Shanghae in 127 days.

We must not omit to mention that she has been built with every accommodation of the most superior kind for passengers, all the cabins and mensberths are beneath the upper deck, so that the whole work of the ship, excepting the trimming of her sails, can be carried on under cover.

The *Nymph*, *Audax* and *Antelope*, have brought dates to the 22d ultimo, and some letters and papers. But, although the *Race Horse* is reported to have started from Hongkong previous to either the *Audax*, *Nymph* and *Antelope*, she is the last to arrive, and unfortunately the bulk of the Mail is said to be intrusted to her. We have received only a part of our mail as yet.

SHIPPING INTELLIGENCE.

ARRIVALS.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	From	Departures.	Cargo.	Consignees.
March 21	Corcyra	B. brig	164	Stevenson	Singapore	Dec. 19	Sundries	Gilman, Bowman & Co.
,, 26	Horatio	A. ship	465	Crocker	New York	Oct. 19	General	Bull, Nye & Co.
,, 30	Anne Jane	B. ship	375	Fawcett	Liverpool	Oct. 19	General	Smith, Kennedy & Co.
April 1	Audax	B. schr.	151	Glover	Hongkong	Mar. 22	Opium	Jardine, Matheson & Co.
,, 1	Nymph	B. schr.	106	Wilson	Hongkong	Mar. 22	Opium	Dent, Beale & Co.
,, 3	Antelope	A. brig	372	Roundy	Hongkong	Mar. 22	Opium	Russell & Co.

PASSENGERS—per *Audax*, A. G. Dallas, Esq., and M. De Cieskowski.

DEPARTURES.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	Destination.	Cargo.	Despatched by
March 29	Matilda	A. ship	689	Kenny	Hongkong	Ballast	Russell & Co.
April 3	Audax	B. schr.	151	Glover	Hongkong	Treasure	Jardine, Matheson & Co.
,, 4	Nymph	B. schr.	106	Wilson	Hongkong	Treasure	Dent, Beale & Co.

SHIPPING IN PORT.

MERCHANT VESSELS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captain.	Consignees.	Destination.	Intended despatch.
Albemarle	Feb. 28	B. ship	704	Trivett	Dent, Beale & Co.	London	Early
Alverton	Mar. 3	B. barque	409	Buckland	Smith, Kennedy & Co.	Repairing	
Anne Jane	Mar. 30	B. ship	357	Fawcett	Smith, Kennedy & Co.		
Antelope	April 3	A. brig	372	Roundy	Russell & Co.	Hongkong	Soon
Carrington	Jan. 21	A. ship	597	Abbot	Bull, Nye & Co.	New York	Early
Corcyra	Mar. 29	B. brig	164	Stevenson	Gilman, Bowman & Co.		
Horatio	Mar. 29	A. ship	465	Crocker	Bull, Nye & Co.		
John Baring	Mar. 28	A. ship	529	Hussey	Wolcott, Bates & Co.		
Lydia	Mar. 25	A. schr.	161	Potter	Russell & Co.	San Francisco	Early
Menam	Mar. 28	B. barque	472	Maxton	Lindsay & Co.	London	Early
Sidney	Mar. 24	B. schr.	206	Wild	Lindsay & Co.		
Trent	Mar. 28	B. barque	236	Peterkin	Lindsay & Co.	London	Early

RECEIVING SHIPS.

Vessels.	At	Flag & Rig.	Tons	Captain.	Owners
Clown	Woosung	B. brig	152	D'Bussche	P. & D. N. Camajee & Co.
Emily Jane	,,	B. ship	427	Landers	Dent & Co.
Folkstone	,,	B. ship	406	Jauncey	Jardine, Matheson & Co.
Masdeu	,,	B. bark	236	Chape	F. S. & N. M. Lungrana.
Mastiff	,,	B. brig	148	Anderson	D. Sassoon, Sons & Co.
Time	,,	B. st.	110	Lacy	P. P. Cama & Co.
Science	,,	A. ship	388	Roundy	Russell & Co.
Snipe	,,	A. brig	176	Endicott	Augustine Heard & Co.
William	,,	B. brig	130	Duins	Gilman, Bowman & Co.
William the IV	,,	B. bark	176	Thomson	Lindsay & Co.
William Hughes	,,	A. brig	250	*Laid up*	Russell & Co.

IMPORT CARGOES.

Per *Menam*, from Hongkong:—
- Grey Drills, ...3,000 pieces.
- Long Ells, ... 320 ,,
- Rattans, ... 541 piculs.
- Pepper, ... 125 ,,
- Prussian Blue, ... 125 ,,
- Glue, ... 120 ,,
- Mats, ... 700 bundles.

Per *Corcyra*, from Sinpapore:—
- Figured Shirtings, ...500 pieces.
- Turkey Red Prints, ...200 ,,
- Bird's Nests, ... 7 ,,
- Ebony, ...808 ,,
- Elephant's Teeth, ... 5 ,,
- Tortoise-shell, ... 2 ,,
- Rattans, ... 80 ,,
- Black Pepper, ...272 ,,
- Laka Wood, ...102 ,,
- Tin, ...788 slabs.

Per *Anne Jane* from Liverpool:—
- Grey Shirtings, ...53,423 pieces.
- White do. ....11,808 ,,
- Spotted do. ..... 4,360 ,,
- Long Ells, ... 500 ,,
- Woollens, ... 784 ,,
- Camlets, ... 120 ,,
- Chintzes, ... 200 ,,
- Printed Cottons, ... 600 ,,
- Handkerchiefs, ...32,378 ,,
- Canvas, ... 72 ,,
- Buttons, ... 200 gross.
- Twine, ... 500 lbs.
- Glass, ... 425 boxes.
- Stores, ... 52 pkges.

VESSELS DEPARTED FROM WOOSUNG.

April 1, Matilda, (Am.) *for* Hongkong.
,, 4, Audax, ,, do.
,, 5, Nymph, ,, do.

VESSELS EXPECTED.

From *London.*—Androkolos, and Propontis.
Liverpool.—Duilius, and Success.
Hongkong.—Island Queen, and Mazeppa.

VESSEL LOADING.

At *Liverpool.*—Duchess of Lancaster.

CARGOES DESPATCHED FROM GREAT BRITAIN TO SHANGHAE.

Ships	From	Tons	Sailed	Plain Cottons *Yards*	Colored Cottons *Yards*	Printed Cottons *Yards*	Woollens *Pieces*	Long Ells *Pieces*	Worsted *Pieces*	Coals *Tons*	Iron *Tons*
Success, ...	Liverpool	331	Oct. 26	2,373,100	..	271,400	682	..	200	..	..
Androklos, ...	London	378	Dec. 3	1,064,901	75,300	..	402	100	..	20	..
Duilius, ...	Liverpool	327	,, 10	1,783,792	306,571	..	2,219	800	71	..	..

COMPARATIVE EXPORTS OF TEA AND SILK FROM SHANGHAE.

SEASON	Congou	Souchong	Sorts	H. Mury and Pouchong	Pekoe	Total Black	Twankay	Hyson	Hyson Skin	Yg. Hyson	Gunpowder	Imperial	Total Green	Total Pounds	Silk. Total Bales
Year 1844-45, ...	..	..	..	..	..	3,036,803	..	..	..	..	..	..	763,824	3,800,627	6,433
Year 1845-46, ...	8,027,807	610,826	6,849	27,104	53,479	8,726,065	927,034	279,265	482,729	1,314,162	481,392	248,851	3,733,923	12,459,988	15,192
Year 1846-47, ...	8,957,080	361,348	11,045	98,566	151,441	9,579,480	615,096	183,348	747,155	923,987	295,420	149,654	2,914,660	12,494,140	15,572
Year 1847-48, ...	11,441,440	341,396	3,571	7,689	42,942	11,837,038	485,172	255,463	1,065,594	1,585,241	455,372	227,060	3,874,104	15,711,142	21,176
Year 1848-49, ...	11,163,686	593,322	..	3,753	92,676	11,849,657	600,472	393,901	1,357,396	2,760,543	878,671	438,654	6,449,637	18,303,074	18,134
Year 1849-50, ...	15,422,745	1,125,396	35,816	..	25,300	16,609,757	556,445	312,409	1,335,042	2,509,543	683,348	337,126	5,754,113	22,363,370	15,237

COMPARATIVE EXPORTS OF TEA AND SILK FROM SHANGHAE TO GREAT BRITAIN.

SEASON	Congou	Souchong	Sorts	H. Mury and Pouchong	Pekoe	Total Black	Twankay	Hyson	Hyson Skin	Young Hyson	Gunpowder	Imperial	Total Green	Total Pounds	Silk Total Bales
Year 1847-48, ...	10,683,451	44,441	3,571	5,289	41,622	10,748,377	198,071	43,391	116	113,169	209,002	60,075	623,764	11,372,141	19,117
Year 1848-49, ...	10,232,449	18,400	..	..	85,525	10,336,378	117,714	236,631	19,225	[illegible]	595,496	171,543	1,973,991	12,310,363	15,915
Year 1849-50, ...	13,057,125	229,503	33,986	..	..	13,320,614	18,455	114,095	..	137,602	225,607	18,121	346,883	13,667,497	13,162

COMPARATIVE EXPORTS OF TEA AND SILK FROM SHANGHAE TO UNITED STATES.

SEASON	Congou	Souchong	Pouchong	Oolong	Total Black	Young Hyson	Hyson	Hyson Skin	Twankay	Gunpowder	Imperial	Total Green	Total Pounds	Silk Total Bales
Year 1847-48, ...	105,061	118,575	..	..	226,636	755,359	122,866	246,009	104,267	170,076	115,414	1,514,151	1,740,787	..
Year 1848-49, ...	146,058	468,490	1,709	..	616,257	1,345,725	121,090	342,421	187,697	167,155	205,987	2,370,075	2,986,332	35
Year 1849-50, ...	812,536	836,293	..	..	1,648,829	2,298,611	190,753	554,026	161,718	466,250	285,511	3,974,879	5,623,708	415

COMPARATIVE EXPORTS OF TEA AND SILK FROM CHINA TO GREAT BRITAIN.

SEASON	Congou	Caper	Scented Caper	Souchong	Sorts	Flowery Pekoe	Orange Pekoe	Scented Pekoe	Total Black	Twankay	Hyson	Hyson Skin	Young Hyson	Imperial	Gunpowder	Total Green	Total Pounds	Silk Total Bales
Year 1848-49, ...	33,877,570	..	1,371,597	1,042,406	294,301	438,480	117,183	1,531,031	38,672,565	118,062	967,787	49,246	3,033,862	619,723	3,656,666	8,435,346	47,107,914	17,228
Year 1849-50, ...	39,552,200	..	1,221,500	1,794,100	615,800	217,900	..	2,447,400	45,848,900	18,500	918,500	..	2,050,000	312,100	4,841,300	8,120,400	53,969,300	16,134
Year 1849-50. Increase,	5,674,630	..	..	751,694	321,499	..	..	916,369	7,664,192	..	..	..	..	..	1,184,634	..	6,861,386	..
Year 1849-50. Decrease,	..	..	150,097	..	..	220,580	117,183	..	..	99,562	49,287	49,246	993,862	307,623	..	314,946	..	1,094

Note.—Of which three cargoes have been lost, viz., *Glencairn*, *Sarah Trotman*, and *Palmyra*.

EXPORTS COASTWISE, FROM 1st JULY, 1850, TO DATE.

Ship's Name.	Tons	Sailed	For	Congou	Souchong	Flowery Pekoe	Total Black.	Twankay	Hyson Skin	Hyson	Young Hyson	Gunpowder	Imperial	Total Green.	Total Pounds.	Silk. Bales	Silk. Cases	Silk Piece Goods.	Nankeens. Pieces	Nankeens. Cases
1 Vessel, ...			1850—*July Total*	..	..	..	..	..	..	..	..	..	..	..	..	611	..	87	..	..
3 ,, ...			*Aug.* ,,	147,520	..	..	147,520	..	..	..	..	..	..	..	147,520	263	65	481	..	..
4 ,, ...			*Sep.* ,,	367,840	13,310	..	381,150	..	53,810	..	49,430	15,300	5,170	123,710	504,860	15	..	148	..	19
1 ,, ...			*Oct.* ,,	..	..	..	..	..	..	..	..	..	..	..	..	25	50	..	..	..
3 ,, ...			*Nov.* ,,	..	..	..	..	..	41,000	20,700	70,200	20,300	3,700	155,900	155,900	371	..	..	6,000	..
2 ,, ...			*Dec.* ,,	271,370	..	900	272,270	31,557	..	2,000	..	..	..	33,557	305,827	29	..	..	25,000	..
4 ,, ...			1851—*Jany.* ,,	316,739 &	..	14,512	331,251	27,533	50,893	7,200	120,000	2,000	2,000	209,626	540,877	..	..	63	33,500	..
				1,103,469	13,310	15,412	1,132,191	59,090	145,703	29,900	239,630	37,600	10,870	522,793	1,654,984	1,314	115	779	62,500	19
Mandarin, ...	776	Feb. 22	Hongkong	60,500	..	..	60,500	..	..	..	..	..	..	..	60,500	30	..	..	..	8
Total from 1st July, 1850, to 22nd Feby., 1851,				1,163,969	13,310	15,412	1,192,691	59,090	145,703	29,900	239,630	37,600	10,870	522,793	1,715,484	1,344	115	779	62,500	27

EXPORT OF TEA AND SILK, FROM SHANGHAE TO GREAT BRITAIN, FROM 1st JULY, 1850, TO DATE.

Ship's Name.	Tons	Sailed	For	Congou	Souchong	Pekoe Flowery & Hungmuey	Oolong	Sorts	Black Total Pounds	Twankay	Hyson Skin	Hyson	Young Hyson	Gunpowder	Imperial	Green Total Pounds	Grand Total	Silk Bales	Nankeens Pieces	Silk Piece Goods Packages	Hemp Bales
3 Vessels, ...			1850—*July Total*	888,800	..	9,200	..	..	898,000	..	..	..	..	..	..	..	898,000	1,667	..	..	944
9 ,, ...			*Aug.* ,,	3,407,611	89,100	77,693	..	..	3,574,404	..	..	1,670	9,684	2,343	550	14,247	3,588,651	2,332	16,000	8	..
8 ,, ...			*Sep.* ,,	1,023,326	..	6,074	..	1,600	1,031,000	..	..	500	18,662	56,942	23,230	99,334	1,130,334	430	..	..	..
6 ,, ...			*Oct.* ,,	1,687,608	115,828	33,313	..	2,800	1,839,549	11,000	889	42,070	158,692	175,037	24,074	411,722	2,251,271	3,005	2,000	26	..
7 ,, ...			*Nov.* ,,	2,566,823	70,466	74,358	..	18,400	2,730,047	50,812	609	64,510	249,999	195,077	47,405	611,712	3,341,759	2,034	..	81	..
5 ,, ...			*Dec.* ,,	1,341,520	82,660	39,050	..	600	1,463,770	29,356	7,800	31,700	135,739	92,832	17,129	334,556	1,798,326	1,271	14,100	16	..
8 ,, ...			1851—*Jany.* ,,	3,891,637	129,615	82,411	..	249,872	4,354,535	60,893	7,448	15,933	97,608	94,308	12,859	289,249	4,643,784	1,875	5,000	8	..
3 ,, ...			*Feby.* ,,	1,069,491	101,658	15,950	3,733	800	1,191,632	7,480	..	7,010	17,768	32,863	13,930	81,081	1,272,713	474	..	..	..
				15,876,816	589,267	339,049	3,733	274,072	17,082,937	159,541	16,746	163,683	708,152	652,602	141,177	1,841,901	18,924,838	13,088	37,100	139	944
Old England, ...	502	March 4	Cork	545,340	..	..	..	1,315	546,655	..	..	..	..	..	..	..	546,655	..	..	..	..
Sheridan, ...	825	,, 12	London	828,166	..	1,907	..	..	830,073	..	..	200	400	100	..	700	830,773	31	..	..	..
Emperor of China, ...	485	,, 15	London	499,500	..	6,200	..	..	506,700	200	..	100	1,200	300	300	2,100	508,800	313	..	..	..
Total from 1st July, 1850, to 15th March, 1851,				17,750,122	589,267	347,856	3,733	275,387	18,966,365	159,741	16,746	163,983	709,752	653,002	141,477	1,844,701	20,811,066	13,432	37,100	139	944

Cargoes per *Lively* and *Monarch*, not yet ascertained.

EXPORT OF TEA AND SILK, FROM SHANGHAE TO UNITED STATES, FROM 1st JULY, 1850, TO DATE.

Ship's Name.	Tons	Sailed	For	Congou and Souchong.	Sorts.	H. Mury and Pekoe.	Black. Total Pounds	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Gunpowder.	Imperial.	Green. Total Pounds	Grand Total. Pounds	Raw Silk. Cases	Raw Silk. Bales	Raw Silk. Peculs.	Silk Piece Goods Cases.
16 Vessels			1850—*Sept. to Dec. Total*	3,168,895	28,782	11,660	3,209,337	2,429,414	133,178	957,811	384,365	509,130	322,157	4,736,055	7,945,392	207	21	22.40	864
Huntingdon, ...	401	Jany. 3	New York	167,306	11,000	..	178,306	127,000	17,905	49,800	37,300	31,215	10,511	273,731	452,037	32	16	..	20
S. H. Waterman, ...	340	,, 8	New York	40,000	..	2,500	42,500	289,600	33,200	13,000	500	59,200	40,300	435,800	478,300	..	..	..	..
Total from 1st July, 1850, to 8th Jany., 1851,				3,376,201	39,782	14,160	3,430,143	2,846,014	184,283	1,020,611	422,165	599,545	372,968	5,445,586	8,875,729	239	37	22.40	884

Cargoes per *Saint Patrick* and *Celestial* to New York will be given shortly.

EXPORT OF TEA FROM SHANGHAE TO AUSTRALIA, FROM 1st JULY, 1850, TO DATE.

Ship's Name.	Tons	Sailed	For	Congou	Souchong	Oolong	Caper	Scented Caper	Sorts	Or. Pekoe	Scented Or. Pekoe	Black Total Pounds	Twankay	Hyson Skin	Hyson	Yg. Hyson	Gunpowder	Imperial	Green Total Pounds	Grand Total Pounds
Freak, ...	245	Oct. 5	Sydney	80,000	..	..	..	..	..	..	..	80,000	..	28,000	..	..	3,400	..	31,400	111,400
Marmion, ...	250	,, 28	Australia	76,600	2,300	..	..	..	600	..	..	79,500	..	30,100	..	..	1,800	..	31,900	111,400
Statesman, ...	345	Dec. 6	Sydney	114,300	39,600	..	..	..	..	..	..	153,900	2,000	163,100	..	..	5,500	2,700	173,300	327,200
Total from 1st July, 1850, to date,				270,900	41,900	..	..	..	600	..	..	313,400	2,000	221,200	..	..	10,700	2,700	236,600	550,000

Cargoes per *Pedlar*, *Whitby*, and *Royal Sovereign*, not yet ascertained.

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